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2012
11/2/82
OXC 3035

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9 Feb 1962

MEMORANDUM FOR THE RECORD

SUBJECT: Status Report on OXCART - Western Suppliers and Operations

1. A-12 Mfg. Status

a. The entire aircraft has been assembled and is in the final checkout stages. Final fittings of many installations, clearances, tank sealing and such are still going on. February 26 is now a firm shipping date.

b. Tank sealing is still the big obstacle to rapid assembly of the aircraft. LAC and Minnesota Mining are cooperating on a development program to bring their current sealer up to higher temperature allowables. In addition our headquarters is looking into another source to put on the program.

c. Progress on the static test program is still slow due to late manufacture of nacelle. The nacelle still looks four weeks away.

d. The #2 airframe has been moved out of the "A" jig and has been joined to the forward wing section in the "B" jig. Assembly is progressing in the "B" jig. The #3 airframe has been started in the "A" jig. With some prodding it appears that the assembly tempo is speeding up. Release of personnel from final assembly when #1 moves out will further speed up assembly on 2 and 3.

e. The majority of the former California Division work has now been removed from the new facility and it will shortly be assigned entirely to A-12 and AF-12 programs. However, there is very little going on there as yet. The second A and B jigs are standing idle in this building.

f. Deliveries

(1) The #1 aircraft is late for a variety of reasons outlined in this and all previous reports.

(2) The #2 and subsequent airframes are late for a variety of reasons; the main one of which is a serious parts shortage. However, it is difficult to put a finger on the exact cause - mentioned are hot-pressing; sub-assemblies; second and third

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layer supervision is lacking; poor help; post material shortages; personnel problems due to seniority; California Division call-backs; inexperienced personnel; union rules; possibility of a strike.

In addition, Kelly feels that they are just now feeling the effects of the titanium shortages of last summer on the parts supply and that their actual scrap rate is much higher than it is being reported.

25X1A (3) The majority of the equipment which comes under [] 25X1A [] wing has been received or will be received in the near future for all aircraft. There are a few glaring exceptions, however, such as transfer valves, hydraulic fittings, oxygen bottles, some personal equipment, etc. However, none of these appear to be critical in the production picture.

25X1A g. We finally have one ship set of [] transfer valves fully qualified and expect to have 10 ship sets in the near future. 25X1A However, as a backup, [] has been asked to bid on a valve of their design and have submitted a bid of [] for 60 valves with the 25X1 first ship set delivery in August. LAC is now reviewing the bid. 25X1 With the [] valves installed, hydraulic and electric control system checks got underway the night of February 6.

25X1A h. To assure delivery of hydraulic fittings down the line, [] 25X1A [] has been set up as a second source on all non-preproprietary fittings. In addition, LAC is working on setting up a new source to be licensed by [] to manufacture the Lo-Torque fittings.

25X1A i. There has been no progress on the parachute drop tests at El Centro since my last report. However, [] does have all aircraft and ground equipment, including the camera, ready to go. His major problem has been weather until Monday, February 5. The last two days have been aborts due to B-66 problems and any flying Wednesday or Thursday is unlikely, due to a major rainstorm which has moved 25X1A [] Harry now has made 24 drops and wants 30 more for qualification. With first flight possible in six weeks things are getting pretty tight.

25X1A 2. [] 25X1D 25X1D

[] They are working out fixes satisfactorily, but these are delaying delivery. They claim there will be no slippage of the

25X1

Approved For Release 2003/02/27 : CIA-RDP81B00879R001000080012-4

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